

## CUMMINS PLACE NEXT TEDDY'S

HE WAS ONE OF THE HAPPY  
RICH IN 1910.Letter to His Friend Pringle to Say  
That Pringle Needn't Bother to Pay  
a Draft It Wasn't One of That  
Kind of Drafts What Kind Was It?

William J. Cummins's cheerful spirit in the spring of 1910, when, as he testified at his trial in the Supreme Court for the jailing of a trust fund of \$140,000, he was "smiling heaven and earth" to bolster up the weak-kneed Carnegie Trust Company, was illustrated yesterday by a letter offered in evidence in which Cummins wrote to his friend Robert Pringle of Chicago that he had just acquired "a fine new place next to Teddy Roosevelt at Oyster Bay." Pringle, who was informed in the letter that a draft had been drawn on him but that he needn't pay it, was invited to visit Cummins at Oyster Bay.

Mr. Moss wanted to know if Pringle had not a promise of a profit on Carnegie stock bought with the proceeds of the note referred to in the letter about the new place at Oyster Bay, and Mr. Cummins was an explanation of the Pringle matter. Later he was asked if it wasn't true that the proceeds of a note of one of the Cummins companies was used to take a kited draft on Pringle. He said it wasn't true and that he didn't kite a draft on Pringle. He explained that his memory was that some one of the companies had drawn a draft on Pringle and that Reichmann, president of the Carnegie Trust, had asked him to write Pringle a letter about it.

Cummins was asked if after April 25, 1910, when the Banking Department called him on the carpet to explain some details of Carnegie finance, he hadn't kept on lending money out of the Carnegie Trust funds and relatives in Nashville. He denied this, but Mr. Moss produced documents which showed that the Carnegie Trust Company had lent money to Cummins's two brothers and a number of Cummins's friends, including the carriage dealer which showed that the Carnegie Trust Company had lent money to Cummins's two brothers and a number of Cummins's friends, including the carriage dealer which showed that the Carnegie Trust Company had lent money to Cummins's two brothers and a number of Cummins's friends, including the carriage dealer.

Asked if he believed it unlawful for the Carnegie to buy its own stock, he replied that for a long time he didn't know about it. Then it was called to his attention by the Banking Department and he knew it to be so. He was asked flatly if he hadn't used Carnegie Trust Company funds to buy Carnegie stock for himself and his friends. He said that he hadn't. "I had plenty of money of my own to start with," he added.

He was pressed to say if it wasn't true that he had bought the stock by money raised through the notes of his friends and companies sold to the Carnegie, and when he didn't answer directly he was asked about the note of the house detective of the Holland House which went to purchase 50 shares of trust company stock now understood to be sold by Cummins, who guaranteed the payment of the loan. He admitted that the proceeds of this note came out of the Carnegie and that the note had never been paid in full.

Cummins said that the house detective was one of his friends, having done him many favors and that he had sold Carnegie stock to "every friend I had, because I believed in it."

Twice while Cummins was being examined concerning the notes of his friends and relatives purchased by the Carnegie, he replied, "I don't know," made all these trades. "If he was alive he could tell you all about them."

Cummins was still on the stand when the session ended.

**ATHLETIC DAY ON THE FLEET.**  
First Squadron Men to Have a Cutter Race and a Football Game.

Newport, Nov. 14.—To-morrow will be athletic day with the men of the first squadron of the Atlantic fleet now here. There are two events on the day's bill in which there is great interest, a cutter race in the morning and a football game in the afternoon.

The cutter race will be for the Narragansett Bay cup offered some years ago by the Hon. Frederick P. Garretson and last won by the crack crew of the old battleship Kearsarge. This race will be over a two-mile straightaway course, and places on the course have been allotted eleven crews, one from each of the big ships now in port and one from the naval training station.

The football game in the afternoon will be by far the most important gridiron battle that has been fought here in years. It is for the football supremacy of the Atlantic fleet. The contesting teams will be from the flagship Connecticut and the battleship Idaho. The teams from the latter ship arrived here on Monday from League Island Navy Yard, where the Idaho is at present. Both ships have rugged looking teams and a hard battle is expected. There is considerable rivalry between the teams. Last year when the fleet was abroad the Idaho won over the Connecticut and the latter team has been looking for a chance to get back ever since.

It. Livingston Beekman of Newport has offered a silver cup as a trophy for the game.

## WRITS FOR BEEF PACKERS.

Judge Kohlsaat Takes Action in Government's Prosecution Suit.

CHICAGO, Nov. 14.—Writs of habeas corpus, returnable Thursday morning, were issued by Federal Judge Kohlsaat this afternoon for nine of the ten packers indicted in connection with the Government's beef trust prosecution.

Judge Kohlsaat fixed their bonds at \$5000 each pending the hearing of argument on the writ.

J. Ogden Armour, who is abroad, was the only indicted packer who did not join the legal move.

Nine directors of the National Packing Company who were indicted by a Federal Grand Jury for alleged violation of the Sherman anti-trust act and whose trials are set for next Monday have resigned from the directorate, according to agents of the Government who have been conducting the beef trust investigation.

Edward Tilden, it is asserted, is the only packer under indictment who retains his office in the National Packing Company, which was asserted to be the centre of the trust controlling prices and allotting territory at private weekly meetings attended by the directors, who represented every packing company of importance.

The packers under indictment who are alleged to have severed their connection with the directorate of the National Packing Company are J. Ogden Armour, Louis F. Scott, Edward Morris, E. F. Swift, C. F. Swift, Arthur Meeker, T. J. Connors, F. A. Fowler and J. H. Heyman.

## Bankers' Trains to New Orleans.

It will take four special trains on the New York Central to convey bankers from New York to the convention of the American Bankers' Association to be held at New Orleans from November 20 to November 22. The first will leave at 10 P. M. to-day. After the close of the convention, the bankers will make a trip to the Palace of the United Fruit Company.

## The Story of a Loaf of Bread

**B**BREAD is your daily food. It is far more important to you than any other article of food. It is Nature's greatest force for renewing life and strength. You are vitally interested in the bread you eat. And yet—what do you know about the bread you buy today? How is it made? Where is it made?

This is a brief account, telling just how bread is made in the two greatest bakeries of the world—the Ward Bakery in Brooklyn and the Ward Bakery in the Bronx. The bread is Ward's Tip-Top Bread.

**Remember:— you are personally invited to make this trip through one of the Ward Bakeries any afternoon except Saturday or Sunday.**

## Sifting and Blending the Flour

Let us stop a moment in the great store rooms of the basement where entire trainloads of flour are kept. All of this flour comes from the wheat fields of the great Northwest—the finest and best wheat in all the world.

By means of an endless chain of cups this flour is constantly being conveyed to the top story of this great white building. Here it is deposited into the Sifting Machine, a modern invention for the perfect cleansing of flour. All of the flour is driven through fine silk cloths. Every hour this machine works you are sure to find at least two handfuls of foreign particles—mostly fibre from the jute bags—taken from the flour. Only by this means could flour be so thoroughly cleansed.

This cleansed flour is now carried by machinery to the Blending Machine which so operates as to make all the flour perfectly even in strength and quality. The best of flour, coming from the same mills, often varies greatly in strength.

## The Weighing Machines

By means of a great conveyer the flour—sifted and blended—is now carried to the next floor below where it is dropped into big hoppers and weighed. You will notice that everything in this room is spotless and white. The machines are white, the floors and walls are of white tile, the bakers are clean and dressed in white. In this room every ingredient that goes into the finished loaf is accurately weighed—the flour, yeast, milk, salt and sugar. These scientific machines give us the right proportions of everything, down to the fraction of an ounce.

## The Second Proving Rooms

After about 12 minutes rest the dough is dropped into the second Molding Machine, where it is given the final shaping. Out of these proving conveyers comes the dough. Now it is dropped into the brightly cleaned pans. You will be interested to know that the little red, white and blue labels have been previously placed on the bottom of these pans and that they attach themselves to the loaves—no gum, no moisture, no adhesive, is necessary because the natural stickiness of the dough holds the label. The pans are now set upon wheeled racks and passed along to the great white room beyond—the steam room; the steel doors close upon it. Here is where the bread takes its steam bath—the equivalent of which was given in other days by wrapping the loaves in damp cloths. Both dry and wet steam—that is high and low pressure steam—are used, and the temperature in this room is always kept at one point.

## On to the Ovens

Out of the Proving Room, again on the wheeled racks, the bread is now taken to the great battery of ovens. Each of these ovens holds 300 loaves of bread and there are 80 ovens in the two plants—so you see that 24,000 loaves of bread can be baked at one time. Now, just look through windows into the ovens and watch the bread; you can see by the thermometer on the outside just how perfectly even the temperature is kept on the inside. You will note that this is always at 550 degrees.

## WARD'S TIP-TOP BREAD

100% PURE

At Your Grocer's

5 and 10 Cent Loaves

## The Mixing Machines

From the big hoppers of the Weighing Machines this perfect mixture which is to become bread drops into the wonderful Mixing Machines on the floor below. Each one of these machines will mix enough dough for 1,500 loaves of bread in twenty minutes. They are run by electricity and the mixing process (which has been fully described in the preceding Ward advertisement) is the most thorough and scientifically perfect that has ever been devised.

## Fermentation

The Mixing Machines drop their burden into great troughs (Ward patents) which convey it by means of overhead trolleys, across the wide room where it rests during the period of fermentation. If you ever saw bread mixed by hand you will marvel at the whiteness and even texture of this dough. The thorough mixing achieved by the great, fast-revolving cylinders of these patented machines is the only way to secure such an even texture. This thorough mixing also gives to Ward's Tip-Top Bread 20 to 25% more gluten—"the strength-builder"—than is found in bread mixed by any other method.

## The Dividing and Moulding Machines

When the process of fermentation is complete the dough is moved by conveyers to a chute down which it drops to the Dividing Machines. You will have noticed by this time that no hand touches the dough at any stage in the making of Ward's Tip-Top Bread. Every process is carried on by machinery and the dough is moved from one machine to another by mechanical conveyers—first, by the endless chain of cups, then by the conveyer, then by the big troughs on trolleys, etc., etc.

This Dividing Machine is an intricate device which takes the dough *en masse* and which sends it forth out of six separate mouths, or openings, accurately divided into the proper weight for loaves of bread. These loaves are deposited upon a Moving Belt which carries them a short distance and sends them into the first Molding Machine. They go through this machine, and are properly shaped by it, and are then diverted by means of belt conveyers to the first Proving process. This is a period of rest for the dough, given so that it may recover from the compressing effect of the Dividing and Molding Machines.

Look for  
this →  
the guarantee  
of Perfect  
Bread.



## The Finished Loaf

## Down to the Shipping Room

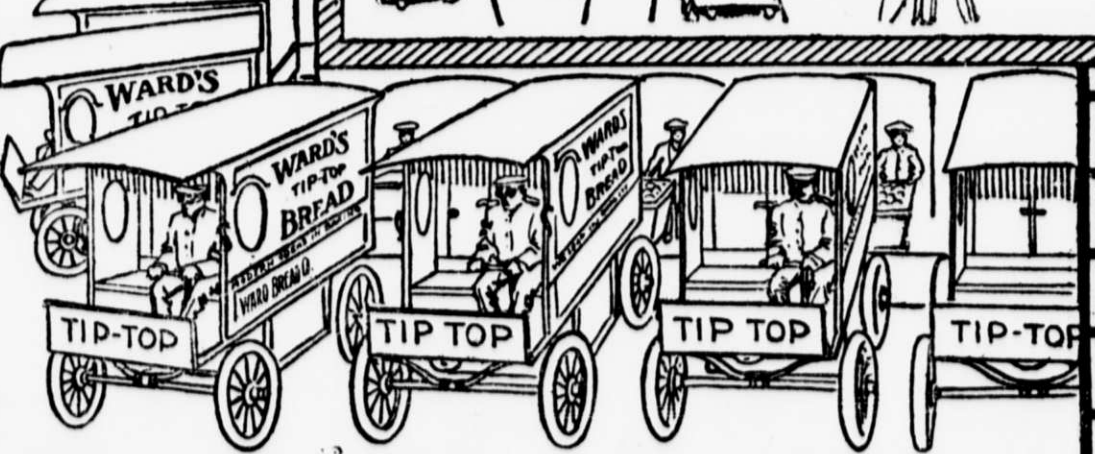
After 35 minutes the baking process is over and the loaves are brought forth by mechanical means to take their places on a circular table which distributes them automatically at the most convenient places for delivery to the many waiting automobiles. Outside of this great, well-lighted room, lined up on three sides, stand over two hundred electric automobiles. The bread is placed in large baskets by men wearing white gloves and is then loaded upon the autos. No horses, no stables, with the accompanying odors and uncleanness, for Ward's Tip-Top Bread!

This is worth thinking about— isn't it?

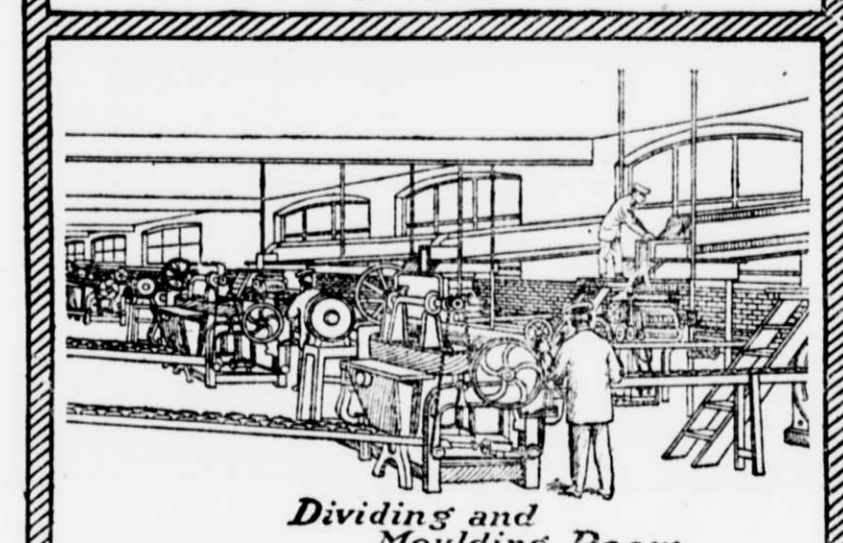
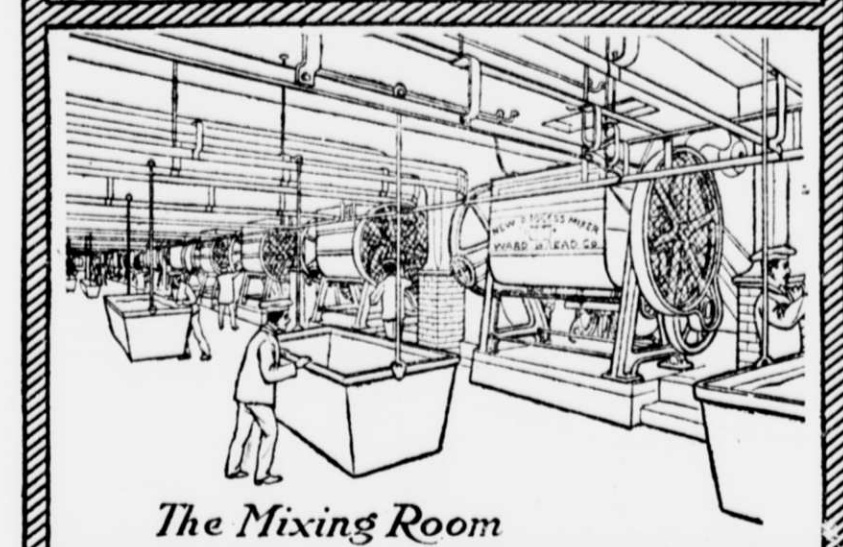
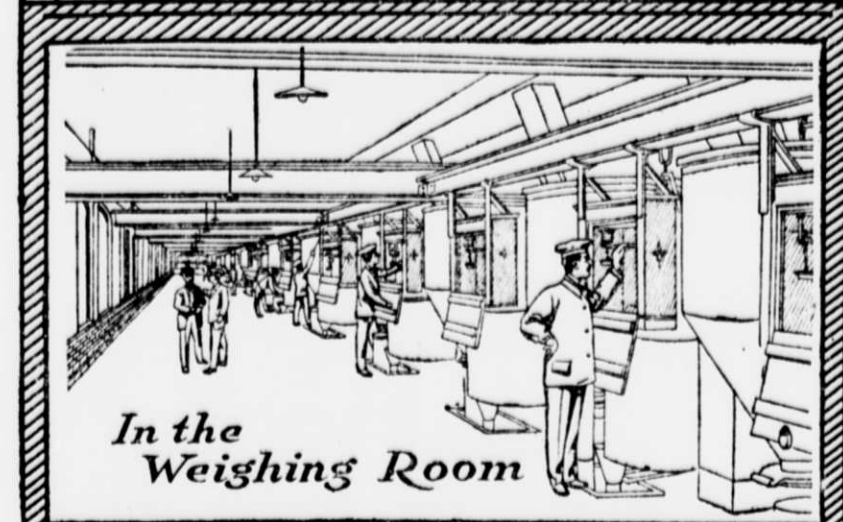
It has only required half an hour for you to see every process of making bread. Some of the machines you have seen required many years to perfect. The ingenuity of the various means of moving the dough and the bread is really marvelous. Through five stories of the great white buildings—through eight separate processes—the flour has journeyed, and no hand has touched it. Gloved hands touch the bread at two stages only—when it is placed in the tins and when the loaves are loaded into baskets for delivery.

After seeing Ward's Tip-Top Bread made you will never be quite satisfied with any other.

Ask for Ward's Tip-Top Bread today. It is delicious.



## The Quality Loaf



## CAPT. ANDY SMITH'S BONES?

Pachogue Thinks They Are the Remains of the Polly Ann's Vanished Skipper.

PACHOGUE, L. I., Nov. 14.—This village is agitated over the finding this morning of a man's skeleton in the earth under the building of John Ginocchio at Main

street and Ocean avenue, right in the business center. A Pachogue physician says the bones are between 50 and 100 years old. The common opinion is that they are the remains of Capt. Andrew Smith, whose disappearance in 1842 is always mentioned as one of the unexplained mysteries of Suffolk county. Capt. Smith was in the South and

Central American trade. His three-masted schooner the Polly Ann used to take arms and groceries to the Latin and return to the States with mahogany and other hardwood and with an occasional keg of Jamaica rum. The Polly Ann was all ready to leave Pachogue on another voyage in 1842 when her owner and skipper dropped from sight

After waiting many days the Polly Ann was sold by the Capt.'s heirs. Another Smith, John Rue Smith, also a captain, now 90 years old, just remembered Capt. Andy and the excitement following his disappearance. He recalls that Capt. Andy always was credited with carrying considerable gold about him and that the Pachogue of those

days had no other theory than that he had been robbed and murdered. To-day they were excavating beneath Ginocchio's store building to put in brick piers as support for a new show case when they found a skull and then the bones. They were about six feet below the surface. A stranger to the town who observed that perhaps some de-

parted ancient had been buried there in the regular way received little encouragement. The store building has occupied the site for fifty years. Before its day the land was part of a farm, the business centre of these days being about a mile to the westward. Croucher Savage promises to investigate.